



SECRET/CONTROL - U.S. OFFICIALS ONLY

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Railroad Repair Shop	Parking Site at Railroad Station at	Parking Capacity in Number of Cars
	Gera-South	50
	Bad Duerrenberg	45
	Markranstaedt	45
"7 October" Zwickau	Zwickau	400
	Plauen (Vogtland)	60
	Reichenbach (Vogtland)	40
	Crimmitschau	20
	Oelsnitz (Erzgebirge) (Mts)	20
	Altenburg	60
Dresden	Dresden-Altstadt	100
	Chemnitz main station	60
	Riesa	40
Magdeburg	Schoenebeck	200
Tempelhof	Tempelhof	60
Hoyerswerda	Hoyerswerda	100
	Uhyst	50
	Muecka	50
	Total:	3,655

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2.

information on the redesignation of switch,  
ties, and rail dumps

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<u>Previous Designation</u>	<u>Present Designation</u>
Switch Dump Gotha	Switch Plant Gotha
Switch and Permanent Way Materials Dump Chemnitz	Switch Plant Chemnitz
Ties Dump Zernsdorf	Ties Plant Zernsdorf
Permanent Way Materials Dump Koepenick	Reconditioning Plant for Permanent Way Materials Koepenick
Permanent Way Materials Dump Guben	Reconditioning Plant for Permanent Way Materials Guben
Permanent Way Materials Dump Neudietendorf	Reconditioning Plant for Permanent Way Materials Neudietendorf
Permanent Way Materials Dump Eberswalde	Reconditioning Plant for Permanent Way Materials Eberswalde
Permanent Way Materials Dump Koenigsborn	Reconditioning Plant for Permanent Way Materials Koenigsborn
Permanent Way Materials Dump Wittenberg	Reconditioning Plant for Permanent Way Materials Wittenberg

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Previous DesignationPresent DesignationPermanent Way Materials Dump  
BuetzowReconditioning Plant for Permanent  
Way Materials BuetzowPermanent Way Materials and  
Ties Depot WuelknitzReconditioning Plant for Permanent  
Way Materials Wuelknitz

2

3. [redacted] the ties depot in Zernsdorf with its branch dumps in Eberswalde, Engelsdorf, Finowfurt, Gotha-East, Magdeburg, and Wuelknitz was incorporated into the Reichsbahn Bauunion enterprise on 1 September 1952.<sup>3</sup> 25X1

4. [redacted] the following railroad sub-district offices are in existence in East Germany: 25X1

Regional Railroad  
HeadquartersSubordinate Subdistrict Offices

Berlin

Berlin No 1, on Fruchtstrasse, Berlin O 17  
 Berlin No 2, Adlergestell, Grusenau  
 Berlin No 3, Rangsdorf  
 Berlin No 4 on 3 Heinrich Mann Allee, Potsdam  
 Berlin No 5, shunting station, Wustermark  
 Berlin No 6 on 115 Berliner Strasse, Pankow  
 Berlin No 7 on 11 Bahnhofstrasse, Frankfurt/Oder  
 Berlin No 8 on 130/131 Invalidenstrasse,  
 Berlin N 4, for the interurban  
 railroad system

Cottbus

Cottbus  
Senftenberg

Dresden

Aue, Saxony  
 Bautzen  
 Chemnitz  
 Dresden  
 Riesa  
 Zwickau, Saxony

Erfurt

Eisenach  
 Erfurt  
 Gera  
 Nordhausen  
 Saalfeld  
 Weissenfels

Greifswald

Eberswalde  
 Neustrelitz  
 Pasewalk  
 Stralsund

Halle/Seale

Altenburg, Thuringia  
 Halle/Seale  
 Leipzig  
 Torgau  
 Wittenberg

Magdeburg

Aschersleben

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Regional Railroad  
HeadquartersSubordinate Subdistrict OfficesHalberstadt  
Magdeburg  
Stendal

Schwerin

Guestrow  
Rostock  
Schwerin  
Wittenberge

4

5.

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hospital trains of 10 coaches each are being built on reparations account for the Soviets at the LÖWA railroad car factory in Goerlitz. Five such trains are said to have been completed so far. The trains were turned over to the chief physician of the East German railroads by order of the SCC.<sup>5</sup>

1. Comment. The unusually large number of damaged railroad cars created acute parking problems. On 23 August 1952, a total of 14,500 damaged freight cars were counted. Of these, 5,000 to 6,000 suffered heaviest damages during the war. See SO-100169x. In the passenger cars category, there were 3,500 damaged cars including 1,100 with heaviest damages. As not enough parking facilities were available, orders were issued to dismantle wheel sets from the most heavily damaged cars and then park those cars by the side of tracks. 25X1
2. Comment. This paragraph presents a complete description of the major permanent way materials dumps available in East Germany. Four of them were known previously. 25X1
3. Comment. The Reichsbahn Baunion establishment was founded on 1 July 1952. It includes all the construction enterprises of the East German railroad administration. 25X1
4. Comment. The railroad subdistrict offices are subordinate to the regional railroad headquarters and have the same organizational set-up as the latter. 25X1
5. Comment. The construction of hospital trains for the Russians was previously known from press reports. It is believed that the trains were handed over to the East Germany railroad administration for maintenance purposes and that they are still at the exclusive disposal of the Russians. 25X1

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